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THE JOURNAL

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North Indianapolis. Library B'ld'g.—A.
Gauld & Bro. Tel. 1894.

CRULL-David Cruil, died Monday, April 19 1897, at 12:20 p. m., aged eighty-four years, at his late residence, 249 East Eleventh street, Funeral notice later.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN-172 North Illinois street. Lady embalmer, for ladies and children. Office always open. Telephone 541. Hacks at lowest

SOCIETY MEETINGS. MASONIC-Keystone Chapter, No. 6, R. A. M. Stated meeting in Masonic Temple this (Tues-lay) evening at 7:30 o'clock. There will be work in the Past and M. E. M. degrees. Members are requested to attend. HUGH O. M'VEY. JACOB W. SMITH, Secretary. High Priest.

LOST-Diamond earring. Suitable reward will be paid if returned to 674 North Delaware

FOR SALE-REAL ESTATE. FOR SALE-Desirable improved 80-acre farm two and a haif miles from Anderson. Inquire of CHARLES EDWARDS. 23 Jenerson street Anderson, and.

FOR SALE. FOR SALE-Improved Singer sewing machine; cheap. 26 Maple street.

FOR SALE-Bargains in shop-worn, new and nd-hand wheels at C. G. FISHER & CO.'S, 64 North Pennsylvania street. FOR RENT.

FOR RENT-Eight-room house; 563 East Market street. C. ZIMMERMAN. FOR RENT-New hotel; just completed; opposite Union Station, Evansville, Ind. For particulars inquire IRA M'COY, Evansville, Ind.

FINANCIAL. LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. LOANS-Mortgage; lowest rates. NEWTON TODD, 6 Ingails block. LOANS-Sums of \$500 and over.

C. E. COFFIN & CO., 90 East Market street. MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind.

LOANS-Any amount. On furniture, pianos, store fixtures, etc. Reasonable rates. (Confidential.)
E. J. GAUSEPOHL, 2½ W. Wash. St., Room 4. MCNEY-To loan on Indiana farms. Lowest market rate: privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & C., Rooms 225-230, third floor Lemcke Building, Indianapolis.

WANTED-MALE HELP. WANTED-Men with some money; steady em-ployment. D. TAYLOR, 48 North West street, WANTED-Managing editor for daily paper Call on or address DAILY SIGNAL COM

WANTED-Salesmen for cigars; \$30 weekly salary and expenses; experience unnecessary; per-manent position. W. L. KLINE CO., St. Louis. WANTED-An idea. Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted. WANTED-A reliable and first-class business

man having experience in selling goods and a mall capital to act as agent for Marion county by a Cincinnati manufacturer. None others need apply. Call at Spencer House, this city, between 19 and 12 o'clock a. m. Tuesday or Wednesday.

WANTED-MISCELLANEOUS. WANTED-Situation by young man; wholesale house preferred; A 1 references, Address C R. B., care Journal. WANTED-Room with board in private family for man and wife; boarding houses excluded Address R. B., care Journal

STORAGE.

STORAGE—Indianapolis Warehouse Co., 265-273 S. Penn. st., Pennsylvania tracks. Phone 1343.

THIS CITY AT WINONA.

Presbyterian Meeting to Prepare for the General Assembly.

Pastors and other representatives of the Presbyterian churches of the city met yesterday at the Denison House to confer in reference to the entertainment of delegates to the General Assembly, which convenes at Winona in May. Governor Mount and General Harrison are to be members of the commission which will look after Indiana's interests at the assembly. General Harrison has been asked to present the Indiana gavel to the moderator. This gavel is made from wood taken from several old Presbyterian churches. The handle is from the log church formerly known as the Indiana Church, built at Vincennes in 1806, when Gen. William Henry Harrison was Governor of the Indiana Territory. There is a piece of wood in the gavel from the old "Beecher Church," on Monument place, one piece from Hanover College and an-

other from Wabash College. Dr. Dickey reported at yesterday's conference that the two new buildings being erected in the name of Indianapolis Presbyterians were progressing rapidly. One of these buildings is for general offices and the other is for a dining room. The Presbyterians of this city expect to raise \$5,000 to be used for defraying the expenses of the assembly, and the women of the State will raise \$3,000 to furnish the new woman's

WATER COMPANY'S ANNUAL Average of 55 Gallons for Each Inhabitant Pumped in Last Year.

The annual meeting of the board of directors of the Indianapolis Water Company was held in the company's office yesterday afternoon. As shown by the report of the secretary, the company now has 160 miles and 3,331 feet of mains, which, according to the report of Vice President Davis, are in fairly good condition. Mr. Davis reported that the change to the well system had been made and was working satisfactorily. Twenty-six wells are already in use and others are being drilled. One new compresser is already at work and two others being put in. The total amount of water pumped during the last fiscal year made a ally average of 9,431,223 gallons. This was equal to 1,264 gallons for each tap, and, upon the basis of a population of 170,000, was an average of 55 gallons for each in-habitant. The old board of directors and officers were elected, as follows:

President-T. A. Morris. Vice President and Treasurer-F. A. W

Secretary—M. A. Morris.
Directors—T. A. Morris, E. P. Kimball.
V. T. Malott, C. Heckman, C. H. Payson,
J. L. Ketcham, John K. Bates, Albert
Baker, Edward Daniels, C. S. Andrews, F. W. Davis, John H. Langdon and E. R.

Get a well-known, agreeable remedy for Catarrh. Ten-cent trial size Ely's Cream rope in ten days and his vacation will be a prolonged one, extending to Sept. 1. He mentioned above.

THE WABASH'S FINANCES

IT IS FEARED THE ROAD WILL NOT EARN ITS FIXED CHARGES.

Big Four Doubling Twelve Miles More of Its Track-Belief that Lake Lines Will Maintain Rates.

The United States Investor, in its last issue, comments as follows on the financial situation of the Wabash Railroad Company and the decline in the price of its securities: "Among the many roads that have been showing poor earnings Wabash stands out conspicuously. There is not much likelihood that it will earn its fixed charges for the current fiscal year, the main point being how much it will fall short of being able to earn them. Around \$250,000 at the lowest, would seem to be a conservative reply to this. This is a large comparative decrease, being over one million dollars in gross earnings, or nearly 12 per cent., and a decrease of over 9 per cent. in net earnings. Coming after the period covered by this statement, are four of the "leaner" months, to complete the fiscal year, in which it is not expected to fully earn fixed charges. Last year, after paying all regular charges, 1 per cent. was paid on Series A debenture bonds, which are entitled to interest only as earned. In respect to earnings, the record was more favorable, as is quite natural, at the close of the first half of the fiscal year than that which takes in the eight months just completed. At the former date the road had earned a little more than its charges for the half year, net earnings being \$1,900,739. By a lower operating ratio, net earnings for the month of February were a little better than for that month last year, and gross earnings for March still show decreases. The matter of the operating ratio, too, would suggest rigid economy, and it is to be remembered that this is supposed to have been practiced for two years or so. Figures previously given would show that eight months (up to March) \$160,496 has been spent on steel rails, as against \$123,226 in 1895-96. However, the reduction in the ratio of expenses to earnings from 72.17 to 68.21, for the same periods, cannot but attract attention. The floating debt, which is larger by \$200,000 than it was the beginning of the fiscal year, has not been further increased since last referred to in the Inestor. Wabash was a member of the Transmissouri Traffic Association. So far

formed Rumors of Rate Cutting.

as business prospects are concerned, there

is nothing in sight to warrant a belief in

much improvement for Wabash in the next

few months, and the weather very recently

has not been favorable. Wabash preferred

stock was quoted around 17% along in the

middle of January, and had dropped to 12

at the close of March, from which figure it

has recovered scarcely a point. In the

same period the common has declined from

1/8 to 45%. When a road's bonds go down

oo, it is usually considered that the un-

favorable features are entitled to serious

onsideration, and the market course of

Wabash bonds is striking. But notwith-

standing the unsatisfactory earnings, we

have it from a director that in all probabil-

ty none of the bonds, which are a direct

fixed charge and obligation of the road,

will be allowed to default in interest dur-

ing the current fiscal year, which is a very desirable point on which to be in-

Rumors of coming demoralization in passenger rates flew around Chicago thick and fast yesterday. They originated in the reported paying by the Missouri Pacific and Union Pacific of the same commissions to ticket brokers as are now being paid regularly appointed ticket agents. As present rate of commissions is four times that of the normal its payment to the brokers would furnish them with a big margin on which to cut rates, and widespread demoralization would inevitably follow such payment. There is much talk of reductions in regular oneway rates to the same extent as the cuts made by the brokers. It is feared, however, that the adoption of such tactics would result in an all-round rate war.

East-Bound Shipments.

All rail East-bound shipments of dead freight from Chlcago amounted last week to 56,974 tons, against 51,650 tons for the previous week, and 61,690 tons for the corresponding week last year. The regular opening of navigation for the season was noted by the lake lines taking out 122,977 tons, the great bulk of which was grain. The tonnage carried by each of the competing all rail lines was as follows: Michigan Central, 8,756; Wabash, 1,141; Lake Shore, 7,221; Fort Wayne, 6,013; Panhandle, 7,807; Baltimore & Ohio, 3,859; Grand Trunk, 3,993; Nickel-plate, 4,772; Erie, 6,284; Big Four,

Foreclosure on the C. & S. E. E. T. Lane and S. S. Heath, at Lebanon, bave been given judgment on account against the Chicago & Southeastern Railway Company for \$1,894, and foreclosure of ien against the road. Lane and Heath have furnished the road with several thou-

sand dollars' worth of ties and have never been able to secure payment for them. Personal, Local and General Notes. Saturday was a big day with the Big Four. There were handled on the system 6,806 cars, 5,018 being loaded.

The general managers and general superintendents of the Indianapolis lines will hold their regular monthly meeting to-day, The Vandalia is running its large freight locomotives as well as its passenger engines through between Indianapolis and St.

On Wednesday a stock train of twenty-two cars, on the Grand Trunk road, was hauled 476 miles in twenty-two hours and twenty minutes. W. P. Elliott, local agent of the sleeping

car companies, yesterday took the remains of I. Adams, who died at the hospital, to Milton, Ind., for burial, J. A. Barnard, general manager of the Peoria & Eastern, was thought yesterday to be a little better, but he is still confined

to his room with inflammatory rheuma-

The shipments of steel rails last month from the Edgar Thomson steel works exceeded in tonnage any month in the history of the works, the shipments being over 45,000 tons.

Grant Engine No. 7, on the Indianapolis, Decatur & Western, ten days ago came out of the shops rebuilt, and on Saturday hauled five cars from Metcalf to Indianapolis in two hours and four minutes; distance, ninety miles. The Toledo, St. Louis & Kansas City

earned in the second week of April \$38.834

an increase over the corresponding week of last year of \$2,887.70. From July 1 to April 14 the earnings were \$1,785,382.17, an increase this year of \$225,142.92. James Hill, general freight agent of the Pennsylvania lines west, was in the city yesterday. Mr. Hill expressed the opinion that when spring weather sets in and the effects of the heavy rains of the last few weeks pass off freight traffic will improve, but he does not look for any very large increase until the fall crops begin to move. W. S. Busenbark, formerly traffic man-ager of the Chicago Great Western road

of general passenger agent on the Baltimore & Ohio Southwestern, has accepted a position with Counselman & Day, grain and stock brokers, of Chicago. He will represent them on the Chicago Stock Ex-Roadmaster McKeown, of the Indiana Decatur & Western, has graded the grounds around the company's shops and sodded the grounds which are not utilized for

and who refused the other day the position

tracks, planted trees and in front of the shops planted flower beds and made the surroundings very attractive. One bed is in the shape of the monogram of the company's initials. A passenger official of one of the strong

lines says the reason certain officials of the Baltimore & Ohio Southwestern are not satisfied with John Chesborough as general passenger agent of the road is that he is not disposed to adopt any underhanded methods to secure business, but deals with competitors as if they were as honorable as he in their schemes to get passenger traffic.

The Denver & Rio Grande road gave notice to all its connections yesterday that for the present it intends to observe strictly the law signed by Governor Adams, of Colorado, Saturday, prohibiting the roads charging for the transportation of bicycles when accompanied by passengers. Denver & Rio Grande will not check any bicycles through the State, but will deliver them unchecked to connections at junction

Chauncey M. Depew, president of the

is sanguine that a prolonged stay abroad will restore his health and as the financial plan of the New York Central is an as-sured success and Joint Traffic Association matters are to remain without change un-til October, Mr. Depew feels free to take

One of the reasons preventing the Pennsylvania system west from paying as large dividends as some other lines has been the enormous amounts appropriated for improvements during the last five years. In 1892 the Fort Wayne improvements, including the straightening of the main line be-tween Letonia and East Palestine, the ex-tension of double and triple tracking and other improvements, cost the road something over \$2,000,000.

J. J. Turner, vice president and general manager of the Vandalia lines: N. W. Taylor, general freight agent; W. C. Arp, su-perintendent of motive power; W. F. Bruner, assistant general passenger agent, and F. T. Hatch, superintendent of the Logansport division, were in the city yesterday. Mr. Turner last night went to Grand Rapids on official business and Mr. Arp to Cincinnati, the others returning to their respective headquarters on the night trains. May 1 next the Baltimore & Ohio road will adopt the tonnage system for handling its freight trains. Its reason for doing so is the hope of thereby bringing about a re-

with the use of five or six figures in addi-Yesterday several of the passenger men on the Erie lines started on a Western trip to exhibit one of the several new passenger trains this company is about to place in service. The train entire is new. At the points the train stops the passenger officials will entertain visitors with music, luncheons in the cafe car and flowery language descriptive of the new service. There are three of these trains complete, and they

are to be run between Cleveland and New The Pennsylvania Company has gone so far toward getting to its grounds on South Pennsylvania street, where it contemplates the erection of a new freight depot, as to get rails sixty feet in length, weighing ninety pounds to the yard, to lay its proposed tracks across Delaware street. They are piled up near the grounds, ready for use when the Council grants the right of make no move toward this improvement

until it can get across that street. The Baltimore & Ohio making Fairport, O., its lake terminal has brought that port into more prominence than the residents of Fairport had ever dreamed of. There are 1,200 feet of dock there, two steel frame ironclad warehouses, each 450 feet long by this has been in such directions as to avoid 90 feet wide, and a 1,000,000-bushel ironclad Board of Public Works, which, neverthedetriment to the property, and the forth-coming report should afford material for from the mouth of the river to the docks. In 1895 there was more grain handled there than in the five preceding years, and the business will now be largely increased by

Chicago to that port. Passenger representatives of the Chicago roads held a meeting vesterday for the purpose of revising the proposed new agreement of the Western Passenger Association. A few unimportant changes were suggested and the committee will meet today to engraft them in their draft preparatory to the general meeting of all the lines to be held in Chicago Wednesday. At the same meeting the subject of rates for the hristian Endeavor Association at San rancisco next July will be discussed. There is much impatience to have the matter settled, as it is feared demoralization will resuft from leaving the matter open longer. The Southern Pacific has been asked to state its position in the matter. A fast freight now arrives daily from New

York over the Bee-line division of the Big Four which makes the run from New York to Indianapolis in fifty-six hours, and under the arrangement which went into effect last night all freights on this train which go to points west which are not bulked in cars are transferred here at night and delivered at Terre Haute, Mattoon or any other points on the Big Four during the next day, instead of the second day, as has been the practice heretofore. Two night gangs were put on to do the work, and the force will be increasd as the business requires. The large freight depots and the ocal yards are amply lighted by electric lights and work can as readily be done dur-

ing the night as in the daytime. If reports are true, the paying of commissions on business is going from bad to worse. It is stated that in some instances commissions have been increased 300 per cent. Western roads are raising each other's commissions to such an extent that seeking to make the commission business so obnoxious that all roads will come to some agreement in the matter. The attorneys of some of the roads have advised that the paying of commissions for selling tickets is but a form of paying salary to an employe, and that the roads, should they choose, could come together and fix what such commission or salary should be without conflicting with the recent decision of the Supreme Court or any ruling of the

Interstate-commerce Commission. The new trestle over White Water river s completed, and trains of the Big Four running over it. Yesterday a still more important improvement was commenced, Three construction trains were put to work grading and making the fills for doubling the track from Fern to Elizabethtown, extending the double track twelve miles west of its present termination. The first twenty miles out from Cincinnati will then be double track, and five miles from Indianapolis east, making twenty-five miles of the road between Indianapolis and Cincinnati double track, and it is believed that should business improve and rails continue to be sold as low as now, on his return from Europe President Ingalis will decide to double track the remaining single track between Indianapolis and Cincinnati.

For years it has been the practice of the Ocean steamship lines to extend courtesies to railway officials who take European It now transpires that the Continental, North Atlantic and Mediterranean conferences, to which all the steamship companies belong, have an agreement that whenever free transportation is issued it is reported to the pool at full rates. This means that the ocean lines have gone out of the business of carrying railroad offiials to Europe and back any cheaper than they do ordinary mortals. The railroad companies are all the time carrying the agents of the steamship companies around the country free and they fail to see wherein there is any reciprocity. Only occasionally does an official of the railway get a chance for an ocean voyage and granting him a reduced rate has come far from giving the roads a chance to even up with the ocean people for the large amount of free transportation issued to them yearly.

TWENTY-SIX BRIGADIERS.

They Will Attend the K. of P. Uniform Rank Meeting To-Day.

The Supreme Assembly, Uniform Rank, Knights of Pythias will meet at the Century Club room this morning. It is composed of the supreme chancellor, P. T. Colgrove, of Hastings, Mich.; Major General James A. Carnahan and the twenty-six brigadier generals of the Rank scattered throughout the United States. Yesterday general and found them correct to a cent. The expenses during the last year had amounted to something over \$20,000. The report of General Carnahan shows an increase of something over 5,000 in the membership during the year. The Supreme Assembly makes recommendations to the general encampment for the election of officers for the Rank and the indications are that the re-election of the present officers will be recommended. Aside from the officers mentioned the following brigadier generals General Charles F. McGlashen, Truckee,

Cal.; General W. A. Craft, Florence, Conn. General Romain A. Chapman, Middletown, Conn.; General Rich F. Harmon, Savan-nah, Ga.; General J. H. Barkley, Springfield, Ill.: General J. C. Loper, Des Moines, Ia.; General James R. Ross, Indianapolis, Ind.: General Joseph H. Lyons, Leavenworth, Kan.; General George E. Currie Cincinnati, O. (Kentucky brigade); General Wesley G. Smith, Portland, Me.; General R. O. Philpot, Owatonna, Minn.; General H. Abbott, Fall River, Mass.; General W. G. Gage, East Saginaw, Mich.; General S. B. Prevost, Kansas City, Mo.; General F. H. DeCastro, Kimball, Neb.; General C. B. Hoyt, Portsmouth, N. H.; General J. Mitchell Reese, Philipsburg, N. J.; General Charles A. Lutton, Amsterdam, N. Y.; General James C. Howe, Kenton, O.; General W. H. Starbird, Pittsburg, Pa.; General Alex. Allison, Knoxville, Tenn.; General S. B. Hopkins, Dallas, Tex.; General D. J. Turner, Norfolk, Va.; General H. A. Bigelow, Seattle, Wash.; General C. C. Rand, Charleston, W. Va.; General Frank Barry, Milwaukee, Wis. R. L. C. White, of Nashville, supreme keeper of records and seal, will also be present as a

The Assembly will also outline somewhat the arrangements for the encampment here next year. This gathering will bring to the city about 100,000 visitors, of whom 20,000 will be uniformed tro The Board of Trade and Commercial Club will give a joint reception and luncheon to the supreme assembly in the assembly rooms of the Commercial Club to-night. Governor Mount has accepted an invitation to be present. Gen. Lee L. Brand, chief of staff, and Gen. W. D. Kennedy, recorder

PLEADS FOR HIS CHECK

THE COUNCIL CONSIDERS CONTRAC-TOR DOBSON'S SECOND CASE.

Appropriation Ordinances Passed-S. Delaware St. to Be Repayed by the City-Police Station Plans.

Incidental with the determination of the Council to send the petition of J. Dobson for the refunding of \$500, the amount of a certified check which he forfeited, to Controller Johnson for his investigation, Councilman Walcott almost caused an exodus duction in the cost of operation. The unit system will be the basis for operation on the tonnage system, the unit of weight being six and a half tons. This will make it easy for trainmen to figure on just how many tons they are handling and do away proposition that no one would ever suspect that the figure used was a "3" instead of a "5" that Mr. Walcott was willing to wager the drinks for a thirsty crowd of twenty councilmen (Mr. Allen was absent, and would not have shared in the opportunity), newspaper men.

The question came up on a majority report signed by Messrs. Walcott, Cooper, Kirkhoff and Allen and a minority report signed by Messrs. Dewar and Clark. The latter report favored referring the petition to Controller Johnson, while the former favored its rejection entirely. Mr. Clark said ed for a "5." He said this was borne out by the fact that Dobson's combined bids to right kind of a building. As it is to be way across the street. The company can | do the sweeping by districts amounted to | built for the future as well as the present considerably more. Mr. Dewar said that he had known Mr. Dobson for thirty years and had never had any reason to doubt his integrity and honesty. Mr. Dobson was willing to make an affidavit that the figure was a mistake, and had so protested to the less, proceeded to award him the contract. It did not show much intelligence, Mr. Dewar thought, for the board to accept a bid of less than \$40,000 when an appropriation the Baltimore & Ohio getting in there and of \$75,000 had been asked. If he had been running several boats from Milwaukee and on the board he would have laid the bid aside without considering it at all. Mr. Walcott referred to the fact that this was the second time Dobson had failed to make good his contract. On a former occasion his check was returned by the board. He was informed by, the board that if the Council took this course there were a number of others who would ask similar favors. Mr. Woody said that he was a contractor, and he realized with other men in business that when he put up a check he would have to make good his proposition or forfeit it. After considerable discussion the entire subject was referred to the Controller on a vote of 13 to 7. Several appropriation ordinances Were

passed. The first authorizes the controller \$5,900 to pay outstanding claims against West Indianapolis, Brightwood and Mount Jackson that accrued against those places before annexation. Another appropriates \$1,358 for the use of the Board of Health in buying kitchen furniture, paying the salary of the night engineer, etc., and \$700 was transferred from the natural gas to the artificial gas and miscellaneous funds of the City Hospital.

The Board of Park Commissioners has de

cided to make no further attempts to induce the city controller and Council to place a gross sum in its hands for expenditure in cases of emergency, and yesterday decided to ask for a specific appropriation of \$4.69 to repair the masonry of the Garfield Park dam. Mr. Johnson had no objection to recommending specific appropriations and the request of the board came to the Council with his indorsement. The ordinance authorizing the expenditure was referred to the finance committee with one appro priation of \$515.61, to be expended by the board in the improvement of Orange ave-

AFRIAD OF IMPROVEMENTS. This year there is a strong opposition from property owners to about every stree improvement the Board of Public Works decides upon. President Downing said yes terday that the work of the board would have to be practically supended this year although two meetings have since been held, the Council has not acted upon them. streets, who are remonstrating, have told the Council committee that they would not surance that the board intends to construct a sewer in Market street, and that both thoroughfares will be improved through to Arsenal avenue. Mr. Dewar, a member of the committee, said last night that he was not in favor of forcing improvements when all or most of the property owners, who have to pay for them, object. It is pointed out to the committee that there was no petition for the Ohio street improvement at all, and that every property owner objects to it. The committee has decided to wait a few days to see what the board proposes to do about the sewer and the further improvement of both streets. Last night the Council received a budget from the board asking that Russel avenue be asphalted from Merrill to Meridian street. More than ! half of the owners object. There is also | favored making a lasting sewer out of the considerable objection to asphalting Illi- run instead of leaving it open, as is the nois street from Russell avenue south, and intention. He was informed a day or two that question will have to be passed on by ago that the plans had been about comthe Council. There seems to be a good dear of fear in the Council about raising the question of improvements just now in con- Public Works and the Council within a sideration of the fact that there is to be a city election this fall and the Democrats | ready available for this purpose, but an adare setting up their fences for re-election. Last night the Council confirmed the contract with the Indianapolis Desiccating Company after a supplemental contract was entered into yesterday by the board requiring the company to lease unused portions of Sellers farm to others who have been using part of it. Kingan & Co. had a plant for drying hog bristles. The original contract with the Desiccating Company had such a provision, but it was rot included in the amended contract providing for the removal of the desiccating plant from Kentucky avenue to the farm. Under the contract made yesterday the company is to charge only a nominal rent for the ground leased to other firms. In case of disputes as to what is a fair rent the board The Council refused to grant the petition of Henry Geisel and eighteen others for the

disannexation of part of the territory that was included when Brightwood was

taken in A petition from Edwin F. Gould, presi dent, and P. P. Jones, secretary, of th Teamsters' and Shovelers' Union, urged the passage of Councilman Madden's ordinance preventing teamsters from hauling more than one yard of sand, dirt or gravel from pits or sandbars or over new streets. This was introduced several months ago. The committee returned it last night without recommendation. There was some discussion of the ordinance, and it was killed by vote of 14 to 6. The ordinance changing the name of Chestnut street below Madison avenue to

Pennsylvania street was defeated. name of Orchard avenue was changed to Jefferson avenue. The ordinance annexing part of Mount Jackson that was not included in the original ordinance was passed last night.

STREET-IMPROVEMENT CONTRACTS. Sidewalks Next to the Curb on New

York Street. Several contracts for street improvements were awarded by the Board of Public Works yesterday. New York street is to have seven-foot cement walks next th curb-line, from East street to Massachusetts avenue, and from Meridian to West street. The lawns between the walks and property-line are to be sodded. Cement a good deal of competition on this work. The contract was awarded to James C Veney, who bid 90% cents for cementing the walks, 38 cents for the approaches and 14 cents for sodding.

The contract for bricking the alley west of Capitol avenue, from Vermont to Michigan street, to a width of fifteen feet, was awarded to the Capitol Paving and Construction Company, at \$1.38 9-10 a foot, each side. The highest of eight bids on this contract was \$1.77. Mansfield & Alien were awarded the contract for a main sewer in Oriental street.

from Washington street 600 feet south, at

The highest of eight bids was \$2.19 a lineal foot The intention of the board to put down an asphalt roadway in Indiana avenue, from North street to Fall creek, is meeting a great deal of opposition. A heavily signed remonstrance has been referred to City Engineer Jeup to ascertain whether more than half of the property owners

have signed it. If not, the remonstrance will be overruled and bids received for the work. If necessary the board will send this improvement to the Council. The

board looks upon this as an important thing. Indiana avenue beyond the Yellow bridge is almost impassable at times. This will be the most direct route to the Fall creek park system, which is to begin at Indiana avenue unless the present plans of the park board are changed, and for this reason the board is anxious to have the read improved as far as Fall creek. If a bicycle path is made along Fall creek there would be a great deal of travel on the avenue by wheelmen

A petition for cement walks on New York street, from Tacoma avenue to Rural street, was sent to the engineer. NOT YET SATISFACTORY.

Councilmen Look Over the Police Station Plans. The conference of members of the Council with the Board of Works yesterday afterfrom the Council chamber by exclaiming, | noon did not settle the difficulties with re-'Well, I'll-I'll bet you the ... Before he gard to plans for the new station house. could say "drinks" there was such an evi- They have been modified somewhat and dent purpose to take him up on his propo- Dr. Clark, secretary of the Board of sition that he hesitated and hid his confu- | Health, said that the arrangements made | sion in the laugh that followed. The claim | for the city dispensary in the modified of Dobson was that he had made a mis- plans are satisfactory. Abundant light is take and bid \$39,000 for sweeping the streets | secured for the surgery by locating it in when he meant to bid \$59,000. It was on the the room fronting the street. The entrance to the dispensary is through the alley, Quarters for the internes have been aranged on the second floor, to which communication is had by a private staircase. Even with these changes made the plans were not regarded as satisfactory by the councilmen. Mr. Cooper pointed out that the Police Court room is left without any to say nothing of the clerks, the bailiff and | ventilation except from above. Ventilation is a very improtant matter in the Police Court. The strongest objection to the present location is its overcrowded and poorly ventilated condition. Then there are strong objections to the exterior of the building as shown by Adolph Scherrer's plans. He replies to suggestions with the assertion that too much is expected with the amount of money at hand, \$75,000. Some of the councilmen, among them Mr. Wal-cott, chairman of the finance committee, the figure looked like a "3" but was intend- regard this as being an excuse with some reason in it, and will favor the expenditure of more money if it is necessary to the it is said that enough money ought to be expended to assure its coming up to future requirements.

CITY AS A CONTRACTOR.

Buy 400,000 Brick and Repair

South Delaware Street. nade repeated efforts to have South Delaware street repaired by the contractors, Fulmer & Seibert. The contractors refused at his place of business and knocked him to put in new brick over the entire surface of the street between South street and Madison avenue, claiming that their guarantee did not cover the ordinary wear and tear of the brick used in making the pavement. They insisted that the city engineer passed the brick when they were put down in 1891 and that this relieved them of all responsibility, even if the brick were of an inferior quality. Acting on the advice of City Attorney Curtis, the board decided to let the contract, retaining \$1.150 of the guarantee fund still in their hands to apply to the cost, intending to sue the conractors and their surety. Robert Kennington, for any sum in excess of that amount that might be necessary. A resolution to this effect was adopted and bids received for the work. All of the bids were considered too high. Now the board has decided to have the work done by the street department, under the direction of the engineer Bids will be received for 400,000 brick. City Engineer Jeup says that the concrete foundation now down is good and nothing will have to be done except to repaye. By doing the work the city will get it done cheaper and better. There will be no profits to pay to middlemen. All the work will be charged against the contractors and their surety and if necessary a suit to collect it will be brought.

HAUGHVILLE'S FIRST COMPLAINT. A Citizen Files Charges Against Patrolman Stevens.

Charges against Patrolman B. R. Stevens, who runs the Haughville beat, will be investigated by the Board of Safety tomorrow evening. John A. Burnett, a citizen of Haughville, sixty-seven years of age, living at No. 104 King street, has filed was rudely treated by the officer April 5. Mr. Burnett says that as he was returning nome from work the patrolman suddenly overtook him and jerked him around. The old man remonstrated, inquiring what he had done to deserve such treatment. No satisfactory reply was made, the patrolman saying, "You'll find out when you get there, They have got the others and I've got you." While the men were still arguing the question two of Mr. Burnett's neighbors came along and demanded to know what the charge against him was, both saving they could youch for him. Burnett himself called the patrolman's attention to the fact that he had allowed him to pass by him but a few moments before. 'Very well, then," said the patrolman go home," at the same time giving Mr. Burnett a violent shove, according to the written statement on file in the office of the board. He charges that as a result of the rough usage he received he has been unable to follow his usual vocation.

The Pogue's Run Course. Although nothing tangible has been done yet toward cleaning out and straightening the course of Pogue's run, that project has Dewar is very much interested in the subject. He was one of those who originally

would be ready for action by the Board of | not guilty. short time. There is a fund of \$5,000 alditional appropriation is needed. Another Rumor at to Street Numbers. City Engineer Jeup was yesterday informed that the number plates for renumbering the houses of the city had been received by Fertig & Keevers and would be delivered as soon as they could be sorted

this respect that it is unsafe to make any more predictions. BOARD OF PUBLIC WORKS. Resolutions Adopted.

out for the different streets. If they are

delivered in time the work of distributing

them will be commenced to-day. So many

promises have been made and broken in

For gravel roadway and sidewalks on Fletcher avenue, from Nelson to St. Paul For graveling the first alley south of Hoyt avenue.

Final Action Taken. For cement walks on the north side of Market street, from Alabama street to the first alley west. For cement walks on the west side of Alabama street, from Market to Wabash.

Toasts at the Harrison Dinner. The dinner which is to be tendered Gen Harrison by the Commercial Club to-morthe Commercial Club dining room. The list of toasts is as follows: General Harrison-"No Mean City."

S. P. Sheerin-"The State." Robert S. Taylor-"The Capital City." John L. Griffiths-"The Citizen." Mr. Aulman (President of the Louisville Commercial Club)-"In Spite of Difficul-James Whitcomb Riley-"Our Guest."

James C. Alvis Dies Suddenly.

While eating his dinner at the Insane Iospital yesterday, James C. Alvis, aged eventy-nine, an inmate of the institution, suddenly fell forward and the attendant who ran to his aid found him dead. Although it is thought death was caused by heart disease the cononer will hold an inquest. The aged man was declared insane last Saturday. He lived at No. 77 Woodruff Place with his wife, who is also very old Friday night last she was ill and her husband became violently demented while watching at her bedside.

Prompt in Barrett Payments. Yesterday was the last day for the pay ment of the spring installment of Barrettlaw bonds. The treasurer says the people have been unusually prompt this spring in meeting their assessments. He thinks this has been brought about by the fear of suits to foreclose by attorneys who deal chiefly in business of this character,

Now is the time to purify your blood, and Hood's Sarsaparilla is the best medicine for Thousands of great cures Hood's Pills are the favorite family ca-thartic and liver medicine. Price 25c.

FREEZE-OUT AND POKER

JUDGE M'CRAY'S WOEFUL IGNO-RANCE OF THE NATIONAL GAME.

Trial of Men Arrested in an Enterprise Hotel Game-Affairs of the Courts.

Judge McCray, of the Criminal Court, obtained some valuable points in the fascinating game of "poker" yesterday. The court was very curious and had to have some of the points of the game explained to him. The appeal case of H. C. Ruff, a Massachusetts-avenue cigar dealer, was on trial. Ruff was charged with keeping a gambling room in the Enterprise Hotel, and B. C. Rice, F. M. Lacy and a man named Weaver were on trial for frequent ing the place. The room was raided one night last December by Captain Quigley and his men. The alleged "game," it is said, was "tipped off" to Superintendent Colbert by a woman who sent the chies a letter advising him to watch Room "45. Enterprise Hotel. The testimony of the police was that they found the defendants about a table in the room. There was no money on the table, but the police confiscated three hundred chips and seven decks of cards. One of the accused men explained that they were not playing poker, but the pastime was merely a little game of 'freezeout."

The court afterward had the witness recalled to explain the difference between a game of "freezeout" and a game of

"poker."
"I'm not claiming any special virtue or show of morals," said the judge, "but I confess I'm confused between these two games." The witness stated that "poker" was played for money and "freezeout" was just for fun. At the conclusion of the evidence the state's attorney announced his willingness to dismiss the charges against the men on trial for frequenting a gambling room, but insisted that the chief defendant be fined, Judge McCray took the case of Ruff under

Showed Him a Good Time.

Harley T. Shirley, in a suit for divorce, brings some very unusual charges against Emma Shirley. He was married to the defendant in 1896 and lived with her until about the middle of the present month. His experience, he avers, has been bitter enough and he seeks relief through the Last year the Board of Public Works | courts. Mrs. Shirley seems to have persemanner. According to his complaint, she threatened to poison him. She once called down with an oil can. One night she hit him with a fire-poker; on another occasion she beat him with a slipper and finally threw his trunk out into the back yard: She then locked the doors of his house and left word with a neighbor for him to take himself off and not return.

Tendered a Three-Cent Fare. Simon R. Miller, in the Superior Court sues to recover from the Citizens' Streetrailroad Company for injuries alleged to have been received last week while a passenger aboard a Virginia-avenue car. The plaintiff avers he boarded the car to go to Holmes avenue, tendering the legal fare-3 cents. He says the conductor accepted the amount, but at Senate avenue demanded a -cent fare. The plaintiff refusing to tender the same was violently ejected from the car. He was assaulted and bruised, he says, and demands \$100 damages.

Probate Matters. In the Circuit Court yesterday the will of Lucy W. Beard was probated. She left her home at No. 270 Central avenue to her husband. James G. Beard, and the remainder of her property to her children. James G. Gilson was appointed guardian of Walter W. and Mark S. Nelson. Bond,

Joseph Drake was appointed guardian of Helen and Josephine Drake. Bond, \$500. William Cress Restrained. Judge Carter, of the Superior Court, has enjoined William H. Cress from removing his children from this city and county. The court issued a restraining order yesterday

at the request of Fatima Cress, who is suing her husband for divorce. She wants the custody of the children and complained that the defendant was about to remove them from the jurisdiction of the court. Bowlby's Damage Suit. The damage suit of William Bowlby against the city of Indianapolis and Cicero Seibert is on trial in Room 3, Superior Court. The defendant fell into an excava-

ket streets last September. He alleges severe injuries.

tion at the corner of New Jersey and Mar-

THE COURT RECORD.

Superior Court. Room 1-John L. McMaster, Judge. Jas. Keach vs. Wm. Heath; account. Finding and judgment for plaintiff vs. defendant for \$280.82 and costs. Personal Property Saving and Loan Association vs. Jas. K. Bradley. Appeal. On

trial by jury. Room 3-Vinson Carter, Judge. William Bowlby vs. City of Indianapolis; damages. On trial by jury. Criminal Court.

J. F. McCray, Judge. The State vs. Samuel Englemen: petit larceny and embezzlement. Trial resumed Evidence concluded. Cause continued. The State vs. William Kennad; appea from City Court. Assault and battery. Tried by court. Evidence partially heard and cause continued. The State vs. Charles Brenerman; pet larceny and embezzlement. Defendant arraigned and pleaded not guilty. The State vs. Joseph Cassean; embezzle-Defendant arraigned and bleade The State vs. James Edgey, Charles Williams and Charles, alias "Red" Maney; assault and battery with intent to rob. Plea of not guilty.

trial by court. Circuit Court. Henry Clay Allen, Judge. Alice Gregory vs. Williar H. Corbalig's estate; finding and judgment for claimant Judgment vs. estate for \$7.50 and costs. Marion T. Traylor vs. Amelia Tranzman On trial by jury. New Suits Filed.

The State vs. H. G. Ruff; keeping a gaming house. Motion to quash overruled. On

H. T. Nolting vs. May W. Thompson; improvement. Superior Court, street Room H. T. Nolting vs. Louis E. Hellyer et al. improvement. Superior Court, street Room 2. Francis R. Jennings vs. Big Four Building Association et al.; suit to quiet title. Superior Court, Room 2. Simon R. Miller vs. the Citizens' Streetrailroad Company; damages. Superior Court. Room 3. Aetna Saving and Loan Association vs. John H. Stopelkempner et al.; suit to foreclose mortgage. Superior Court, Room 3. Harlan T. Shirley vs. Emma Shirley; suit for divorce. Superior Court, Room 3.

YOUR TIRED STOMACH "I have no appetite," you say, "and the

little I do eat does me no good. At first it feels cold and dead in my stomach, and oy and by I have aches and pains that sometimes go to my chest and back. I feel weak, low spirited and out of sorts all over. I fancy the demon of dyspepsia has got me." That's the way you talk, and no wonder. But wait a moment. Let us reason together. Perhaps thus far your stomach is merely tired. You have been eating too much, eating the wrong things, and irregularly. You have given it too much to do, and, like all living things when overworked, it stops at length from sheer exhaustion. There may not be an actually diseased condition as yet. Still, it is nature's warning, and you must heed it or worse will follow. "But I must eat or starve," you say. True enough, but safety usually lies in middle courses. Here is one for you. You don't need drastic purges or exciting stimulants. Your condition is one easily relieved if we go about it gently and sensibly. The tired stomach won't work under whip and spur. It has probably had too much of that already. What you require is something that is at once a food and a digester of food. Such an article is the Shaker Digestive Cordial, discovered and prepared by the Shaker community of Mount Lebanon, N. Y. Taken right after eating, so as to mix with the food, it does the stomach's work for it, gives it the advantage of further rest, strengthens you in a natural way, and soon enables the stomach to do full duty. There is nothing prove that it is the One True Blood Puri- | else like this simple, safe, certain and palatable remedy. Yet the Shakers respect your doubts, and authorize druggists to sell a trial bottle for 10 cents.

Sadie Steward

OF KINGSTON, N. Y. Cured of Spasms by Dr. Miles' Nervine,



HE many cases of spasms, St. Vitus dance and epilepsy that Dr. Miles' Restorative Nervine has cured, would alone give this great remedy wide reputation. Mrs. Walter A. Steward, 773 Broadway, Kingston, N. Y, says March 3, 1896: "In 1893, while on a visit to friends our little girl was taken with spasms. We hastened home to our family physician. He did all he could but failed. We called

several physicians but Dr. the spasms continued, Miles' her tongue became Nervine 3 Restores . Health &

partially paralyzed and the doctors said she would never talk again. Night and day we watched the poor little sufferer and tried every remedy we saw advertised for such cases but got no relief. We began giving Dr. Miles' Nervine,

and after taking four bottles she was running about as well and happy as ever." Dr. Miles' Remedies are sold by all druggists under a positive guarantee, first bottle benefits or money refunded. Book on Heart and Nerves sent free to all applicants. DR. MILES MEDICAL CO., Elkhart Ind.



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